



NVCC, CORSA Chapter 220

Volume 40

Number 10

October 2023

The **HOT AIR MAIL** NVCC Club Door is Open.

**The September Club meeting was held at Fred's Garage working on Michael's 1966 Monza.**

Michael found the Club online and gave Bob a call and described an issue where his car will stall when sitting on an incline. Back on July 15<sup>th</sup> Bob and I went to meet Michael at his Garage to check out his well optioned 1966 Monza Convertible.



#### NVCC OFFICERS

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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). \$10 annual dues are payable January 1st, to "Treasurer, NVCC" at the address herein. All other correspondence and submissions can be addressed to the NVCC Officers. Original material appearing in the HOT AIR MAIL may be reprinted in other non-profit publications with appropriate credits.



Brought my small floor jack and impact gun and removed the Left rear wheel. First potential problem found quickly. Grabbed the fuel filter and I was able to rotate it easily in Both rubber fuel hoses. It just had spring clamps on it.



Looking underneath I saw a Rubber fuel line coming out where the wire harness comes out from the tunnel. It then attached to a short steel line,

then to another rubber fuel hose and back to steel and THEN up to the fuel filter. Way too much rubber fuel hose.

The engine inlet fuel line looked rusty and had a kink in it. Fuel line should come out grommet from tunnel where brake line comes out.



With a good idea of what was needed, Michael ordered the needed parts. Bob suggested getting Cunifer™ copper-nickel fuel line instead of straight or pre-bent steel from Clark's. Glad he did. The car is drivable and with an OK from Fred, a September 9<sup>th</sup> Club Meeting was setup.

**The Club met at Fred's garage. Three Corvair's and Six Club members.**





Bob brought his tubing line bender and cutter and I brought my Clark's Pre-Bent fuel line to use as a model. The bender was used for only three bends for the gas tank end and all other bends were done by hand as it was fed through the front to back. The Cunifer™ copper-nickel is much easier to bend than the steel.



Here you can see how far back under the tunnel they had cut the original fuel line which had to be further cut to get it out by the tank. Not a good idea to have rubber fuel hose **within** the tunnel. The old rubber hose was left attached to the tank with a ViseGrip holding it closed while we installed the line. Thanks go to Pete for connecting the new rubber hose from the New line to the tank sending unit and taking the consequences.

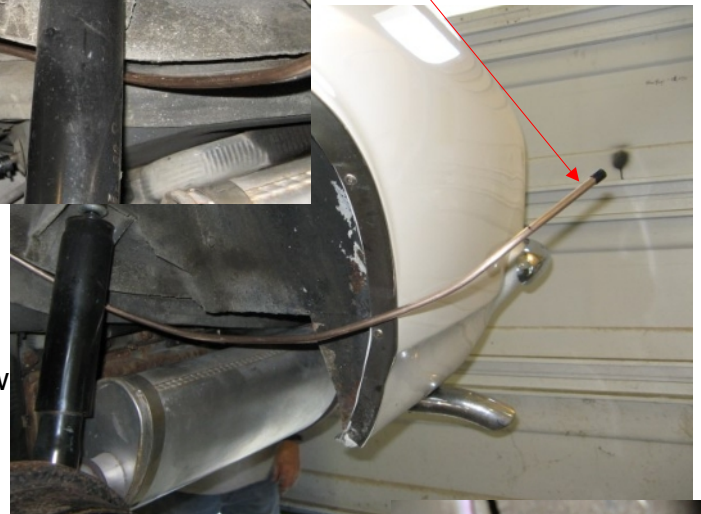
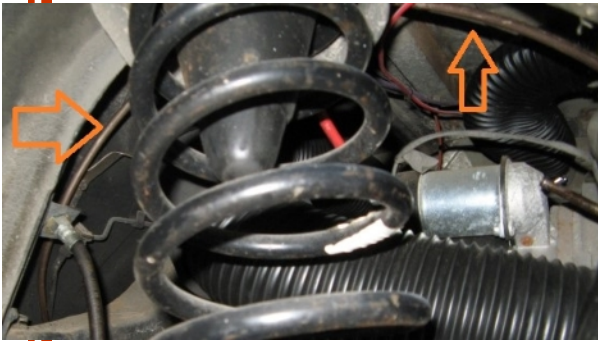




In this picture, this brake line shared grommet is where the fuel line should have come out of the tunnel.  
Now it does.



After we ran the line through the tunnel and I started tucking it into the tunnel and out the grommet and to the wheel well, I noticed that the emergency brake cable would rub against the new line. So rather than backing out 12 feet of fuel line, Bob disconnected the Ebrake cable and grommet and pushed it into the tunnel and ran it on the correct side of the fuel line so it would not cause a problem. There was enough length we could have had a flame port.



It only left a small mark on Fred's Garage Door.

Fuel line now in place, it was measured so the New Fuel Filter and clamps would fit and Bob made the final cut while Pete manned the Fire Extinguisher.



A new grommet was installed where the fuel hose Used to come out to seal up the hole. The new engine fuel line was installed from pump to fuel filter.





# The Crew.



Mark, Pete, Fred & project owner, Michael.



Pete, Mark, Bob, Fred, Mike.



Thank you Fred for the Lift and for hosting.



The car did Great on the test drive!



Thank You Michael for providing a Vairy Cool project.  
Welcome to the Club.





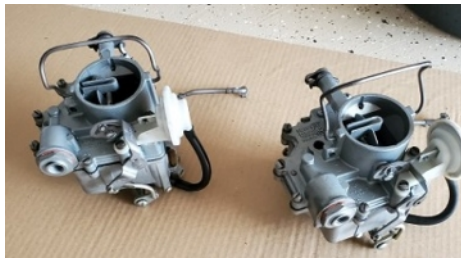
Jason sent in an article on what he has been up to on his EM Convertible. Happy Birthday Jason.

### **Jason's 1964 Monza Vert 110 PG with A/C**

Missing but not gone lol ....I know that I have not made a meeting since the meeting long ago when we checked out Byron's (I think) Vair for the first time and replaced John's (also from out this way) oil pan gasket over at Fred's garage. The meetings have either fallen on weekends when I had my daughter or previous plans but that is no excuse and I will make one soon....especially since my Corvair is running as good as it ever has, at least since I have owned it. Although it is not perfectly dialed in, it is miles from where it was at this time last month.

At the end of August it left me sitting on the side of the road, for the first time, waiting on the flatbed to bring us back home. At that point I reached out to the members of the Corvair Owners Group Facebook page for advice on overheating causing a possible vapor lock situation because it started once we arrived back home and it had a chance to cool down. Numerous responses with several different ideas on what could cause it from carbs (most likely and most popular response) to obstruction under the top tin, deflashing the heads, timing off, bad coil etc etc etc.

I had been having such a good time driving the car over the past year that I didn't want to do anything that would cause too much down time so I would do things like tying open the chokes when one failed and removing the bottom shrouds when one of my thermostat bellows failed in order to help with cooling and keep on truckin. I knew I had an issue with the carbs too but was able to keep it close to correct and running decent enough until it wasn't and it let me know when that time was. So I took Johns advice and turned my carbs over to Charlie of Charlie's Carburetor Repair (540) 636-6304 to have them rebuilt and man did he do an amazing job not only returning brand new looking carbs but rebuilt with quality parts and to exact specifications and he had them back to me in about a week.



Anyway, I set out to solve the other possible issues and known issues and placed an order with Clarks for new thermostat bellows, auto chokes, gaskets, air filters, spark plugs, oil filters among other small things while I set out tearing it down to be able to deflash the heads. I will be honest, part of the reason I had put things off was because I was nervous of taking too many things off or apart having not done much more than small things like

replacing the carbs with new ones when I first bought it 5 years ago and replacing the exhaust by myself. I had help with all of the other things I have done on the Corvair since I was green and did not want to mess anything up. I can now say that I am glad that I took the leap and spent the last 3 weeks working on it daily and becoming much more familiar with all of the aspects involved with the following...

Replaced;

- Right side transmission mount (without cutting a hole behind the back seat lol),
- the rear motor mount,
- both auto choke coils (one had quit working),
- both thermostat bellows (one had failed).

Reinstalled the bottom shrouds and replaced the rear section of the rubber engine compartment seal while removing and reinstalling the front and sides.

Deflashed the heads, new Viton oil cooler seals and new side covers for the 12 plate cooler, new gasket under the alternator bracket and paper and rubber ones on 90° adapter, new spark plugs, new air filters, new fan belt, new carb gaskets and spacer (one had a crack) and reinstalled the carbs and all linkage.



I cleaned everything thoroughly and painted the fan and a few items while I had them off. I had just changed the oil and filter along with the wheel lugs since I had a broken one.... So I left the oil and filter alone for now and topped it off and will change the oil pan gasket soon (3 small drips from one bolt each night) when I do the oil again and I have a bottom shroud door for a 12 plate oil cooler on its way.... I got lucky and found one online therefore avoiding having to modify the incorrect 8 plate one that is back on temporarily and has been on there this whole time possibly adding to the

higher temps near the oil filter area but for now it is running much cooler and smoother than it ever has since I have owned it as I mentioned above.

With this new confidence I plan to tackle getting the A/C belt back on and testing that system, installing the quick steering arms as well as the dual master cylinder that I have had waiting to be upgraded but for now I will take advantage of the convertible top weather and the trick or treats that come along



with October and my 50<sup>th</sup> birthday month.... Funny that I am younger than the car by a decade (last week of Dec, 1964). It looks beautiful right now and runs pretty darn good too...once I find my timing light and Uni-Syn tool, I think I can have it running smoother.



I included some pictures I took along the way to reference back to when reinstalling items and of the outcome.





A big huge thanks to Mark for the numerous responses to my emails over the last 3 weeks as he offered instruction, advice and knowledge that cleared the confusion of the hard for me to follow manual lingo and countless google searches and forum threads read..... I really appreciate his willingness to share his knowledge that was sometimes requested of him daily.

And Charlie for taking the guess work out of the carbs for me...he really knows his stuff and from what he told me I had a float bad, a few tangs out of adjustment, cracked spacer and the accelerator pumps in each were no good so well worth it finally taking them to him. I know this stuff might be routine things for some of you and that there is way more technical things to learn about the internal components of the engine and powertrain but it was a start and hopefully things can become routine for me too so I can pass that knowledge along as well.

Thanks again and see you all soon.



Jason

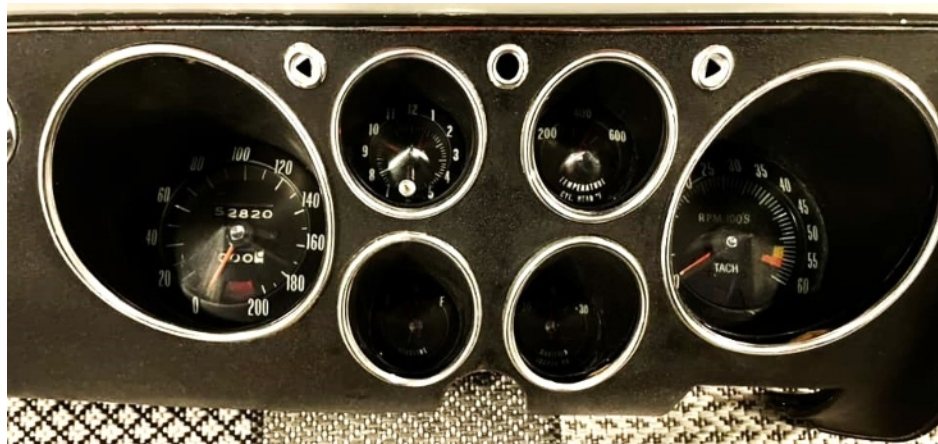


**Editors Note; Jason made it to the Club Meeting at Clay's Garage in October. He even paid his Club Membership dues for the next Two Years! Remember, dues are due in January.**



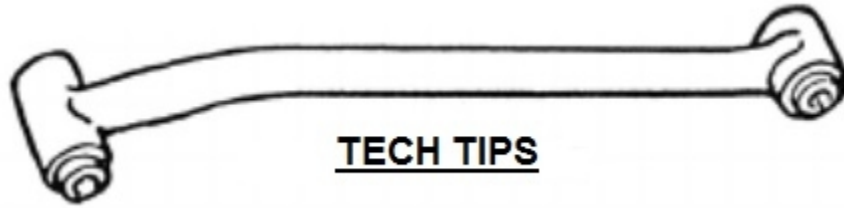


Check out the Corsa dash on this Car. Notice anything different?





Your Corvair Story could be here! [Contact your Editor.](#)



### Upgraded suspension parts for the LM by Brian Brooksby

Here are the pictures of the complete LM suspension upgrade made by Nate Wolfe. I've driven his cars equipped with this set up and they handle like slot cars. I've received all the parts and they are top notch.

Front control rod replaced with adjustable Johnny joint. Front Lower arm greasable USA made ball joint, and spherical joint. Rear control arm with spherical bearing that no longer requires the small connecting rod as the control arm is locked down with no side to side movement.

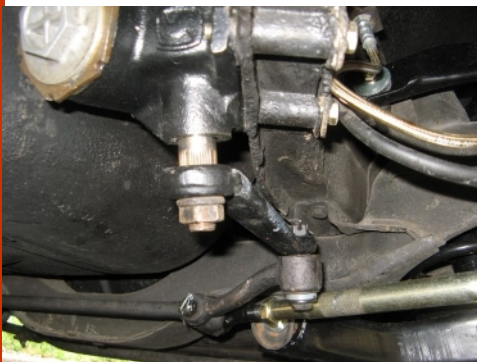
Contact info  
Nate Wolfe  
[Natewolfe@hotmail.com](mailto:Natewolfe@hotmail.com)



Brian, I hope your back heals and you get back to enjoying your Corvair.

Below-NOS Fast box.

The Nash Fan.



Speed Hut gauges mounted up



Space below for more pictures.



## Of Oil

Bob sent a link with an article about Diesel oil in a gasoline engine. Great discussion.

<https://www.motortrend.com/how-to/diesel-oil-in-gasoline-engine>

Here is richard1's reaction to the article above.

<http://corvairstcenter.com/phorum/read.php?1,1171194,1171219#msg-1171219>

This Oil link on the Corvair Center has some good info and talks about Diesel oil use.

<http://corvairstcenter.com/phorum/read.php?1,1172400>

richard1 helps us to understand Oil requirements for the Corvair.

[https://www.widman.biz/uploads/Corvair\\_oil.pdf](https://www.widman.biz/uploads/Corvair_oil.pdf)

Your Corvair Tech Tip could be here! [Contact your Editor](#).



## For Sale Ad 1



**1966 Corvair Monza Convertible**



### **1966 Corvair Monza Convertible.**

Has a 140HP engine with a 4sp converted from original 110HP PowerGlide. Corsa gauge set up with thermistor for gauge. Runs great. Actual mileage is unknown. Original Windshield.

1 rust spot lower front fender, by door on each side. 110 motor insignia on rear hood, Have 140 HP insignia. Updated to dual Master Cylinder. Electronic fuel pump. Some spare parts can be included.



Everything for front windshield replacement but WS.

Runs great. Has the rare Accessory Wood Steering Wheel.

Asking \$17,000.00

OBO

Rick Hardie  
703-407-4353  
[rh7038@gmail.com](mailto:rh7038@gmail.com)

When you see A.J. at a club meeting, ask him about these parts.



## **For Sale Ad 2**

### **Corvair Parts Available For Sale**

A. J. Paluska, Jr, (703) 250-4455, [ajjr13@earthlink.net](mailto:ajjr13@earthlink.net)

Monza Bucket seats 1964 pattern beige – Reasonable offer  
Monza Fold down rear seat 1964 pattern beige – Reasonable offer  
Carpet for rear fold down seat black - \$25.00  
13 inch racing steering wheel black – \$35.00  
Rear brake hose - \$15.00  
Chrome air filters - \$30.00 ea  
Dual speaker - \$42.00  
Assembly manual - \$15.00  
Shop manual with 1964 supplement - \$15.00  
Oil pressure gauge - \$68.00  
Oil pressure gauge installation kit - \$60.00  
Voltage gauge - \$45.00  
AM/FM radio - \$200.00  
1964 right wheel trim - \$35.00  
Rear wheel cylinder - \$25.00  
1966-69 rear engine lid emblem - \$15.00  
Original AM radio - Reasonable offer  
Early rear deck lid - \$75.00  
Letters: CORVAIR – \$ 9.00 each  
Early model radio mount gray - Reasonable offer  
15 inch alloy wheels 4 bolt pattern - \$25.00 each  
Early model turn signal mechanism (Canceling cam \$18.00, Switch \$22.00)  
Pre-bent front brake line - \$25.00  
Dome light base - \$10.00  
Dome light lens - \$5.00  
Gauge panel black - \$10.00  
Package area cardboard - \$45.00  
110 HP air cleaner assembly - Reasonable offer  
1964 13 inch wheel disks - \$25.00 each  
Early model carburetors - Reasonable offer  
Chrome lug nuts (16) - \$25.00  
1964 transverse leaf spring - Reasonable offer  
Flexible brake hoses, 2 rear, 1 front - \$18.00 each  
Spare tire mount - Reasonable offer  
Assorted steering parts - Reasonable offer  
Miscellaneous salvage parts 1964 - Any offer



### For Sale Ad 3



Your Ad could be here! [Contact your Editor.](#)

### Corvair Vendors and Service



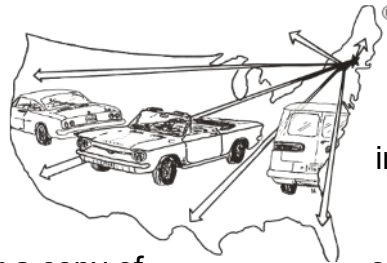
#### **Corvair Ranch, Inc.**

1079 Bon-Ox Road, Gettysburg, PA 17325, (717) 624-2805, [corvairranch.com/](http://corvairranch.com/)

Email: [findit@theranch.today](mailto:findit@theranch.today)

#### **Clark's Corvair Parts®**

Our catalog lists over 15,000 parts for your Corvair. parts, body panels, upholstery and much more! of reproduced items available, pages of technical of other helpful hints.



We carry engine  
There are 1,000's  
information and lots

Check us out at [www.corvair.com](http://www.corvair.com) or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

#### **Clark's Corvair Parts®**

400 Mohawk Trail, Shelburne Falls, MA 01370  
(413)625-9776 Email: [clarks@corvair.com](mailto:clarks@corvair.com)



## 2023 Meeting Schedule

\*Meetings start at 9:00 am unless noted otherwise.

### October 21<sup>st</sup>

Clay McConnell's Garage  
1220 Bishopsgate Way  
Reston, Va 20194

Project **was** successfully getting Clay's 1964 Monza convertible 110HP with PG, running again **and** driving. See the November HAM for a report.

### November 18<sup>th</sup>

Byron's Garage  
7204 Sydenstricker Rd.  
Springfield Va 22152

Project **is** to further assemble Byron's 140 engine for his 1966 Monza convertible.

## Events

*Current and Upcoming Events* listed on the CORSA Website can be found by [Clicking Here](#). You do not need to be a CORSA Member to view the Events.

**NEW CRUISE IN STARTED WEDNESDAY APRIL 26<sup>th</sup> and Then, EVERY WEDNESDAY**



**thru October.**





tristatecorvairs.com

<https://www.tristatecorvairs.com> › schedule

## Schedule - Tri-State Corvairs 2024 Meet

Join the fun in Las Vegas, NM on May 17-19, 2024 for the Tri-State Corvairs Annual Meet.

# OUR 50TH ANNIV -2023

Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. We respect your trust and always put our customers first. We would also like to thank our 24 employees, 10 have been with us over 20 years and some as long as 46! Have a great year and enjoy our monthly sales and specials all year-Joan & Cal Clark

**SPECIAL SALES EVERY MONTH-** each month we'll send an email (if you have signed up) and also list in a special sale section on our Home page [www.corvair.com](http://www.corvair.com)

**FREE 50th MEMENTO gifts with your first order in 2023**

**FREE CATALOG WITH AN ORDER-** if you have not received a free 2019-2025 catalog yet, just ask for one.

**LIST YOUR CORVAIR FOR SALE- NO CHARGE-** sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE-** check the website for details (Corvairs For Sale)

**CLARK CAR SHOW & PARTS SALES-** See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings including the Upholstery Dept. Cal will be giving an old fashion "slide show" showing the building of our complex and history. Parts on sale! **SEPT 16, 2023 -rain or shine**

**2023 SUPPLEMENT-** On our website or as a hard copy -many new repros & updates.

**INTERNATIONAL CORSA CONVENTION-Wisconsin-** We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates June 19- June 24

**CATALOG-** over 450 pages, free with an order, \$8 postpaid in USA

Clark's Corvair Parts  
400 Mohawk Trail  
Shelburne Falls, MA 01370  
413-625-9776  
[www.corvair.com](http://www.corvair.com)



## **Treasurer's Report**

Balance 08/31/23    \$4575.91  
Income from Dues       \$0  
Balance 09/30/23    \$4575.91

## **Corvair LINKS**

Corvair Society of America. Also known as CORSA <https://www.corvair.org/>

For More Pictures of everything Corvair related and past Club Meeting reports,

click here > [NVCC Facebook](#)

OR here for past HAM Newsletters.

<https://www.corvair.org/chapters/chapter220/ham/>

Instagram.

<https://www.instagram.com/northernviriniacorvairs/>

Learn a lot on the Corvair Forum.

<https://www.corvaircenter.com/>

How to ID different Bolt Grades.

<https://www.youtube.com/watch?v=fhrBYBiSFKQ>

How to read tires.

<https://www.youtube.com/watch?v=oQJ3D8iRvvc>

Hagerty Corvair Valuation.

[1965-69-chevy-corvair-values-are-rising-fast/](https://www.youtube.com/watch?v=gHuXM1Gb8XM)

Corvair getting attention.

<https://www.youtube.com/watch?v=gHuXM1Gb8XM>

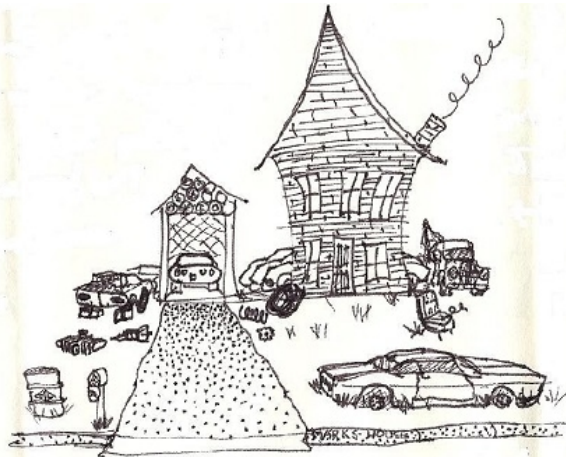
How to ID engine/body Codes on your Corvair

<https://stock.corvair.org/2022/01/david-trulls-corvair-gold/>

Remember, we have been given a special Corvair power. With that power comes responsibility. That responsibility is keeping this marque alive and viable for future generations. We still have the most affordable classic 60's cars in existence but we, as a club, need to be a part of promoting the Corvair as a really unique and cool collectible car. Let's keep on driving them, fixing them and promoting them everywhere we go.

## **Next Club Meeting Location?**


If you have a Corvair that needs help, let the newsletter editor know to put you on the schedule to host a Club Meeting.





# PS

**Happy Halloween! No Kandy for Karen!**




**Corvair Owners Group**  
Richard A Martin · 1d · 🐾

...

✕

You got to love the nosey neighbors!




Neighbor


now 0.2 mi away


**Local Karen**


I was not working on my car in the front it's a corvair that's the trunk not the hood.

Community

 0

 0

Share 





## APPLICATION FOR MEMBERSHIP IN NORTHERN VIRGINIA CORVAIR CLUB

A Chartered Chapter (220) of CORSA, The Corvair Society of America

Date of Application: \_\_\_\_\_

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_ Birthday: \_\_\_\_\_

Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_ Phone: \_\_\_\_\_

Family members to be included in Membership

First Name	Last Name	Birthday (MM/DD)	Relationship

Email Address: \_\_\_\_\_

### **Corvair Information**

Year of Car: \_\_\_\_\_ Color: \_\_\_\_\_ Conv or Coupe: \_\_\_\_\_

Transmission: \_\_\_\_\_ Engine: \_\_\_\_\_

Are you a member of CORSA? Yes: \_\_\_\_\_ No: \_\_\_\_\_

**Membership Dues in NVCC are \$10 per family per year.  
Dues are due January 1**

As a member of NVCC, what type of events would you like to participate in:

Races: \_\_\_\_\_ Rallies: \_\_\_\_\_ Autocrosses: \_\_\_\_\_ Car Shows: \_\_\_\_\_ Tech Sessions: \_\_\_\_\_

Other (Specify): \_\_\_\_\_

Signature: \_\_\_\_\_

**Please fill out this form and mail with dues payment to:  
NVCC | Bob Marshall | 11401 Gate Hill Place, Unit N |  
Reston, VA 20194**

**Or pay with Venmo and be sure I get the info above.**

**If paying with Credit Card through Venmo, please enter \$10.30 in the Venmo App to cover the fee they charge. You can click anywhere on this page to access the App or scan the QR code above.**



**venmo**

